



EAA CHAPTER 866 NEWSLETTER TITUSVILLE FLORIDA

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November 07



Prez Sez for November

Recently I received two letters in response to ones I sent to our U.S. Senators from Florida. Of course I had written them with my concerns about the proposed legislation that would be very harmful to General Aviation. Senator Bill Nelson said he is opposed to user fees and is not in favor of the Senate bill that includes them. I was certainly glad to hear that.

The other letter was from Senator Mel Martinez.

One time my mother told me: "If you can't say anything good, don't say anything at all." So I will follow her admonition and not say anything about the response from Senator Martinez.

On a more pleasant note, a couple of weeks ago I drove over to a private airport a few miles south of Leesburg. There I met David Gay who built Grass Roots Airpark, a beautiful private facility that has as its theme the Golden Age of Aviation. I had read an article about him and the airpark in General Aviation News, so I went over and checked it out. He was gracious and showed me all around. It is a planned fly-in community with 22 runway front lots. The turf runway is beautifully maintained and is 3400 feet long and 120 feet wide, with 65 foot shoulders on each side. This makes it 250 feet wide and is meant to cater to old taildraggers with no brakes and little forward visibility on the ground. He has a club house that sits facing a large grassy parking area that is made for fly-ins. Six hangars have been built plus two shade hangars and they form a horse-shoe around the parking area with the club house as the focal point. On the covered porch of the club house there are picnic tables and plenty of space to gather, watch airplanes, and tell war stories.

David took me into his hangar to show me the construction and the hydro swing door. There sat one of the most beautiful PT 17's you have ever seen. Come to find out he restored it a few years ago and won Sun & Fun Antique Grand Champion in 1998. It also won the Oshkosh WW11 Era Champion that year. It's a truly beautiful airplane and an equally beautiful facility. I look forward to the day I can fly in there in my own airplane.

Last month I promised that cooler weather was on the way. Well, apparently it got hung up somewhere and I can't remember it ever being this hot and humid in October. But I'm going to go out on a limb and say it again; "cooler

weather is on the way". Here's looking forward to our pancake breakfast on November 3rd. Hope to see you there.

Dan



Dang!!!

The weather forecast for Sat. Oct. 6, the day of our biggest event of the year, the Smilin Jack fly-in, was downright bleak! By Friday night all of the forecasters were saying, "you ain't dumb enough to think anybody will actually fly in to Dunn Airpark tomorrow are you?" SO, we cut back on some of our efforts because of this. We didn't erect the big tent and set up under it. Instead we set up Friday evening in one of our chapter member's hangar thinking that all we will get are local walk ins who come regardless of the weather. (it must be the grits and gravy that attracts them) Since we weren't expecting many fly-ins we decided not to delineate the aircraft parking areas either. It was decided that we would meet at 4:00pm and do what needed done. Loretta and I showed up at 3:45 and found that not all had gotten the word and there was a crew already driving stakes and fencing off the parking areas. We had all of the equipment and tables and chairs set up by 5:00pm ready to go.

The airport authority made some special efforts to have Dunn Airpark all spruced up and looking excellent for the fly in. Mickey, our airport maintenance man who keeps the airport well groomed all the time, timed his grass cutting so that the turf runway was easier to line up on and there wasn't heavy grass clippings to get caught up in the small wheel pants of some airplanes. Special thanks to Mickey and the authority.

Dang! The weather wasn't nearly as bad as predicted and our first fly-in arrival was about 7:55am. The people started to roll in and those of us on cooking duty were nearly overwhelmed by 8:30. Since I was involved with the breakfast preparation I have no idea how many fly in planes we had. There were a couple of formations including one of Piper Cubs that I caught a glimpse of arriving. Probably the only record we have of the planes that flew in will be the pictures Kip Anderson took. Larry Bierman, our bean counter told me

that we sold around 167 breakfasts. Since we furnished free breakfasts for the C.A.P. youth who helped with various tasks we probably fed 180 or so. From the standpoint of the number of breakfasts we served it was very successful.

Fly-in Report as Seen by Greg and our aircraft parking detail

I arrived at Arthur Dunn at about 6:54 am on October 6th. There was standing water in the primary grass parking area due to an overnight downpour. The forecast was for rain and wind, but when the day broke, we had a scattered layer of clouds at about 3000 feet and the winds were out of 280 degrees at 8 knots. Not bad! Much better than we were expecting anyway. Kip Anderson wanted to know where he should set up his camera and printer. We decided runway 15 would be best, so I started answering calls from incoming aircraft and directing them to runway 15.

Our first victim, er, customer arrived shortly after 8 am...a Murphy Moose sporting a big Russian radial engine. We parked him in the auxillary grass parking area. Fred and I had a good parking plan. We had basically decided to start parking people in the auxillary grass parking area next to the hangars, and then the overflow would be directed to the hard top by the Sky Dive hangar. But after we parked the Murphy, our plan went out the window. Several people didn't want to park their shiny airplanes in the wet grass, so we began parking them on the cement.

Fred and I got lots of help from a dozen CAP cadets. They were very enthusiastic and helpful, and they lent me a nifty orange vest. I told them to let people park pretty much wherever they wanted to. If we ran out of parking, we would open up the primary grass parking area because the standing water had drained off by mid-morning.

There was a small emergency when a Dunn denizen tried to pull his Europa out of his hangar only to discover a car parked in front of his hangar door. I got on my bicycle and rode like Paul Revere. Instead of screaming "The British are coming", I screamed "Does anyone own a grey Chevy Blazer?" I finally found the owner and the crisis was averted.

We probably had about 20 planes fly in and even more victims, er, customers arrived by car, so we had a pretty good crowd. Larry Gilbert and Jerry Russell were kept busy cooking eggs, bacon and pancakes. There was a Murphy Moose, many RV's, several Piper cub types, Cessnas, a Mooney, a Tiger, an amazing one-man helicopter which belonged to one of the Dunn denizens, and the Brevard County Sheriffs came with one of their helicopters complete with FLIR and all their law enforcement stuff. (They had quite an antenna farm on that thing.) The sheriffs couldn't stay long because they got a call to chase bad guys.

The fly-in was a successful event although not as well attended as in past years. I think this was because of the anticipated bad weather (which didn't materialize until much later in the day).

A big "Thanks" to all the hard-working volunteers who made this event possible.

Greg Smith Smilin Jack fly-in parking co ordinator

October Meeting

In the absence of the pres. Stu Sammis, VP, presided over the meeting. There were 20 in attendance. Stu reported that the chapter shirts are in. Member John Oster announced that a new Lions Club has been established in Titusville and they are looking for members. It was decided that the meeting time will reflect the Eastern Standard Time and revert baack to 7:00 pm rather than 7:30. Someone announced that the Deland airport event of the year "Air Jam", starts on Oct. 27 and they are looking for pilots to help with Young Eagle flights there.

Smilin Jack Comic Strip

We have the original Smilin Jack comic strip drawn by Zack Mosley ready and we are ready to sell raffle tickets for this. The tickets are \$2.00 ea. Each member is encouraged to sell 10 tickets. Sell, sell, sell. Please do your part. The winner will be announced at our annual winter party to be held in January. Some of these original strips are being bid up to four and five hundred dollars on e-bay.

Deland

There were several chapt. 866 guys who were going to fly to the Deland Air Jam event on Oct. 27 and help with Young Eagle flights but due to unstable weather we had to cancel.

The year 1907

The average life expectancy in the US was 47 years old.

14 percent of homes had a bathtub.

A three minute call from Denver to NYC.....\$11.00

This Months flyin

This month we did a lot of early morning flights in Fancy. Bill Furnholm met me one morning and he flew us around and although we didn't go very far we had a good time just looking around checking things out around the old haunts. The Saint Johns River and Lake Harney are favorite places to do the low and slow look around flights. We flew through a little rain and it was raining when we returned to Dunn Airpark. On final to runway 4 we couldn't find the runway edge markers and elected to make a go around. This is the first for real go around for me in a while and it feels good to make that decision and get the second chance. The second approach the rain had subsided some and we were able to pick out the runway and landed successfully.

That same morning Skip La Forage and Fancy and I flew again and after flying the shoreline between Playalinda and New Smryna spotting manta rays swimming around. Then we flew into Blue Ridge airport at Oak Hill. This is a nice grass

strip about 7 to 10 miles north of Titusville. Warren Bruhl who resides on the airport has built a Titan P51 and was happy to show this to us. You oughta see this airplane! You could almost believe you are standing next to the real thing although it is about ¾ scale. It is authentic from the spinner back. The engine is a 245 cu in inverted inline Lom that is turbocharged. Warren says the he will get about 170hp out of this. The prop is a four blade constant speed composite construction. All three landing gear wheels retract. The panel, full IFR. He said that the plane should cruise about 170 mph and stalls at 39 mph. Amazing! It is ready to fly and he is waiting for a factory rep to come down and do the test flights. After spending about an hour there Skip and I strapped Fancy back on and taxied out and flew back to Dunn. Another pleasant morning of flying Fancy!

1907

8 percent of homes in the US had a telephone.

There was only 144 miles of paved road in the US.

Help!

The newsletter needs more input from *YOU* the chapter membership, to make it interesting and good. This month, thanks to Greg Smith the newsletter is more interesting.

It is so simple to write about something you've done and submit it to over the computer or put it on a CD and get it to me that I can't believe more people don't do this. No interest?

We know that some people don't even read the newsletter but I get enough comments for me to think it is worthwhile.

The Editor

A woman is standing nude looking in the bedroom mirror. She is not happy with what she sees and says to her husband, "I feel horrible; I look old, fat and ugly. I really need you to pay me a compliment." The husband replies, "Your eyesight's almost perfect.

He never heard the shot....

Where are we?? Not much of a challenge? Wait till next month!



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Monthly Pancake and lots of other stuff

Breakfast Sat Nov. 3, 8:00am –

Dunn Airpark, Titusville, Fl

Chapter monthly meeting Weds.

(new Starting time) 7:00 pm

Chapter meeting room, bldg. 10, Dunn Airpark, Titusville, Fl.



Original Tuskegee airman, Robert Decatur gets his pancake at our Smilin Jack 2007 fly-in



Cooking Crew 2007 Smilin Jack Breakfast